



**METROPOLITAN
TRANSPORTATION
COMMISSION**

Joseph P. Bort MetroCenter
101 Eighth Street
Oakland, CA 94607-4700
TEL 510.817.5700
TDD/TTY 510.817.5769
FAX 510.817.5848
E-MAIL info@mtc.ca.gov
WEB www.mtc.ca.gov

Memorandum

TO: Legislation Committee

DATE: July 3, 2014

FR: Executive Director

W. I. 1131

RE: Transportation 2030: San Francisco November 2014 Bond Measure

Background

On July 22, the San Francisco Board of Supervisors is expected to vote on placing a \$500 million General Obligation bond measure on the November 2014 ballot. The proposed measure, sponsored by San Francisco Mayor Ed Lee and the S.F. Board of Supervisors, is designed to:

- Improve Muni reliability and speed
- Update transit stops and stations
- Improve Muni's aging maintenance facilities
- Enhance pedestrian and bicycle safety
- Prepare for growth on the city's busiest travel corridors

The bond proposal is the first funding measure proposed since the final report of the Transportation 2030 Task Force, initiated by Mayor Lee in 2013 and comprised of 45 local and regional transportation stakeholders and advocates. The Task Force found that to meet current and future mobility needs, San Francisco needs an additional \$10 billion investment in transportation infrastructure through 2030. The City of San Francisco has identified \$3.7 billion to meet these needs, leaving \$6.3 billion unfunded. The November 2014 bond measure is the first installment of a four-part funding strategy designed to raise a total of \$3 billion. The next three phases include:

- 1) Restoration of the vehicle license fee to 2 percent (projected timeline: 2016)
- 2) A half-cent sales tax dedicated to transportation (projected timeline: 2018)
- 3) A second general obligation bond (projected timeline: 2024)

Recommendation: Support

Discussion

The proposed bond measure is focused on improving public transit as well as the local street and road system, with 72 percent of resources steered towards public transit. On the transit side, the majority of funds are focused on providing faster and more reliable service. With respect to the local street and road funds, almost half would be focused on engineering improvements at high injury locations with the most severe pedestrian injuries and fatalities.

Key investment categories include the following (see attachment for details):

Program Category	Funding	Percent
Muni Forward/Transit Effectiveness Project implementation (including contributing towards S.F's share of Caltrans electrification):	\$230 million	46 %
Muni maintenance facility upgrades	\$70 million	14 %
Pedestrian safety enhancements	\$68 million	13.6 %
Complete Streets projects, including new or enhanced bikeways	\$52 million	10.4 %
Transit stop accessibility improvements	\$30 million	6 %
Transit projects on key transit corridors	\$28 million	5.6 %
Traffic signal replacement:	\$22 million	4.4 %
Total	\$500 million	100 %

Key goals sought by the bond measure include:

- Reduce travel times by up to 20% on Muni routes that serve 280,000 customers daily
- Improve accessibility of transit stops, sidewalks, Muni buses, BART/Muni stations
- Improve maintenance facilities & procedures to enhance Muni's reliability
- Build 27 miles of safe, well-defined bikeways that protect all road users
- Invest more than \$300 million in infrastructure improvements that prevent traffic injuries (Vision Zero)

If approved by the Board of Supervisors and two-thirds of San Francisco voters, this bond measure would provide an additional \$500 million for high priority transportation projects in San Francisco above local funding levels assumed in Plan Bay Area. This proposed expenditure plan would provide significant new safety and mobility benefits to the city's residents, workers and visitors alike. For this reason, staff recommends MTC endorse the proposed measure.



Steve Heminger

SH: RL

Transportation and Road Improvement General Obligation Bond

Category	Description	GO Bond
Improved Transit	Provide faster and more reliable transit <ul style="list-style-type: none"> Improve travel time by 20% on Muni Rapid Network routes that serve 280,000 riders each day 40 miles of transit priority investment, potentially saving customers up to an 1 hour per week Support 12% Muni service increase to reduce overcrowding and improve service quality Contribute towards San Francisco's share of Caltrain capital improvements to increase reliability 	\$230 million
	Improve safety and accessibility at transit stops <ul style="list-style-type: none"> Improve safety and accessibility at transit stations and stops by investing in lighting, wayfinding, and infrastructure improvements Replace and add more BART/Muni elevators and escalators to increase accessibility for all users 	\$30 million
	Fix Muni facilities to improve vehicle maintenance efficiency <ul style="list-style-type: none"> Overhaul maintenance bays to accommodate new buses and trains Upgrade and redesign facilities to improve bus storage capacity Improve vehicle maintenance resources to ensure buses and trains stay in service 	\$70 million
	Invest in development of critical capital projects along key transit corridors <ul style="list-style-type: none"> Plan, design and engineer strategic, large-scale transportation projects of citywide benefit, such as Bus Rapid Transit, Caltrain extension, and other key capital projects 	\$28 million
Safer Streets	Improve pedestrian safety through focused engineering efforts at high-injury locations <ul style="list-style-type: none"> Address up to 89 percent more injuries to people walking; representing 200 more injuries, 30 of them severe or fatal Prioritize pedestrian safety projects and programs at locations with the most severe pedestrian injuries and fatalities Invest in quick and cost-effective measures as well as comprehensive, permanent infrastructure 	\$68 million
	Install modern traffic signals to improve safety and mobility <ul style="list-style-type: none"> Leverage more frequent traffic signal replacement to ensure modern, reliable signals for all people traveling on city streets Install Pedestrian Countdown Signals to improve safety for those walking 	\$22 million
	Build streets that enable safe travel for all users and provide safer, well-defined bikeways <ul style="list-style-type: none"> Build "Complete Streets" with all users in mind, including those walking, riding a bike, taking transit and people with disabilities; coordinate "Complete Streets" projects with paving projects to maximize efficiency Build up to 27 miles of bicycle network upgrades; creating a safer, more well-defined bicycle network to reduce conflict and improve safety for all users 	\$52 million
Totals		\$500 million